1; Schram M-5 (1911-1922) 1954 AE9 Monguor AE9

000 316 the highest, coldest, part of the country. Coal was exploited and mined in a primitive way in one of the valleys north of Hsining and near the junction of the Hsining and Tat'ung Rivers. According to the local *Annals* of Hsining (ch. 31, p. 20*a*), iron was exploited during the Ming dynasty (1368–1644); but the deposits must have been exhausted, because during the period of my stay iron was carried all the way from the Province of Szech'uan on donkeys and mules.

In the Hsining and Tat'ung Rivers, and some of their small tributaries, gold was panned at irregular intervals; south of the Hsining River and in the upper reaches of the Hsining and Tat'ung Rivers, thirty-one auriferous placers were regularly exploited, mostly by Muslims.

487 492 ● 505 The system of communications was primitive. Ox carts could travel on the roads near the larger towns and villages, but most transportation depended on pack-animals, including donkeys, mules, and horses. It was only subsequent to the period covered by this study that a highway was built connecting Lanchou, the capital of the Province of Kansu, with Hsining, the capital of Ch'inghai. The Hsining River was, therefore, the biggest transport asset of the country. From the Hsining River to the Yellow River, which flows by the city of Lanchou, cargoes of grain, wool, skins, vegetable oils, and alcohol were carried on rafts made either of wood or of inflated ox skins as far as the city of Paot'ou, in the Province of Suiyüan, where they were unloaded and carried on by rail to the seaport of Tientsin. Most of this transportation business was in the hands of Chinese Muslims.

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THE HISTORICAL BACKGROUND

175 In the oldest Chinese historical references, the country between the Tat'ung, Hsining, and Yellow Rivers was called Huang Chung and was inhabited by tribes called Ch'iang. The Chinese ideograph for this name indicated that it had the meaning "herders of sheep." The name is one that has never disappeared from Chinese usage in referring to the peoples of the edge of the Tibetan plateau; it is in use to this day. In 202 B.C. the Hsiao Yuehchih, who were probably speakers of an eastern Iranian, Indo-European language, fled from the Hsiung-nu, the principal tribe of the northern Chinese frontier, settled among the Ch'iang tribes, and were absorbed by them.

In 116 B.C. Ho Ch'ü-ping, one of the most famous frontier commanders in Chinese history, came to Huang Chung and founded the first Chinese colonies among the Ch'iang tribes. In A.D. 4 more Chinese colonies were established in the region of Kukunor, but were lost after a few years. This was, in fact, a precarious frontier. For three hundred and sixty years the frontier colonies were often in danger of annihilation, being subject to frequent tribal attack and without support from China proper, because the Later Han dynasty of the first and second centuries A.D. was troubled with chronic dynastic

[P. 19a]

The oil trade is a very important and lucrative business. Flour is sold in Hsining. The taxes imposed on the mills are very heavy, but the monasteries still enjoy the old privilege granted before 1723, and are exempted from these taxes. Even families in which a Living Buddha has been born enjoy the same privilege, for instance, the Lan family living in Hung nai tzu Valley. Every year, however, the family has to offer 10 pounds of oil at Erh-ku-lung to the intendancy of its Buddha, deceased a century ago. The lamas claim the privilege, which was granted during the Yung lo period (1403–1424), because oil is consumed in the lamps of the temples before the Buddhas, and flour is used by the lamas, the servants of Buddha.

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FORESTS

Only two monasteries possess extensive forests—Seerkok and T'ien-T'ang. Because wood is very scarce in the northern part of the province, forests are an important source of revenue.

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TOLL ON BRIDGES

The history of the famous bridge of T'ien T'ang has been recorded. For many years it was a source of large revenue, which finally caused its ruin.

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The monastery of Kan-ch'an, belonging to the famous Tenma, receives toll on a raft, which ferries passengers across the Ta-t'ung River. Tenma is a very well-known man in the country. His first incarnation, a learned man, was appointed Fa-t'ai in Erh-ku-lung by the first Chang-chia (Huth, p. 279). It is related that he caused the ruin of Erh-ku-lung. In 1723 bLo-bzan bstan-dsin, chief of the revolt, was a prisoner in Hsining, and about to be executed. He heard that Tenma was in the city. Through the guardians of the jail, he implored him to write a letter to the Chinese generals in order to save his life. Tenma, unaware of the consequences of such an act, wrote the letter. The generals got the impression that Erh-ku-lung was mixed up with the revolt, and they destroyed the monastery. This is a fine story, manufactured on the ground out of whole cloth, in order to free the old mother monastery from blame, but why was the blame put on Tenma?

For many years during the period of my stay, the young Tenma, swelling with ambition, was the most talked-of man in the country for his audacious plan to construct a European suspension bridge over the river, like those in photographs he had seen in magazines. He started buying all the available iron in the country, felling all the big trees growing on the domain of the monastery, and building a large brickyard. Blacksmiths, carpenters, and bricklayers worked for four years. He built four great towers, two on each side of the river. The blacksmiths made enormous iron chains, too heavy to manipulate or to move. He exhausted the entire treasure of the monastery. Troubles started

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[p.45(A)]